The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—Amedee Prince & Co., 36, *Rue Lafayette, Paris.*

NEW YORK:—Andrew Wind, 21, *Park Row.*

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney.*

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore.* C. Heinszen & Co., *Manila.*

CHINA:—*Macao*, F. A. de Cruz. *Swatow*, Quelch & Co. *Amoy*, N. Moalle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,	$7,500,000
Reserve Fund,	$4,500,000
Reserve Liability of Proprietors,	$7,500,000

Court of Directors.
Chairman—M. Grote, Esq.
Deputy Chairman—C. D. Bottomley, Esq.
Hon. J. Bell Irving. | E. H. M. Huntington, Esq.
W. H. F. Darby, Esq. | Hon. A. P. McEwen.
H. L. Dalrymple, Esq. | J. S. Moses, Esq.
H. Hoppius, Esq. | Hon. F. D. Sassoon.

Chief Manager.
Hongkong,.......Thomas Jackson, Esq.
Acting Chief Manager—John Walter, Esq.
Manager.
Shanghai,.........Ewen Cameron, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.
Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, May 27, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked 'On Hongkong Savings' Bank Business' is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong & Shanghai Banking Corporation,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1887. 754

Intimations.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on THURSDAY EVENING, the 16th Inst., at 8.30 for 9 p.m. Visiting Brethren are cordially invited.

Hongkong, June 10, 1887. 1101

NOTICE.

FOR the Convenience of Customers, the Productions of the 'China Sugar Refining Company, Limited,' can henceforward be obtained by Retail, FOR CASH, at No. 3, Peel Street, at the same prices as at the Refinery; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, July 27, 1885. 1128

Intimations.

A SERVICE will be held in St. John's Cathedral at 10.30 on TUESDAY, the 21st Instant, in Celebration of the Fiftieth Anniversary of Her Majesty's Accession to the Throne. His Excellency the Officer Administering the Government, and the Legislative Council will be present.

The New Organ will be opened on this occasion. The Service, which will consist of a special form of prayer only, will last about an hour.

Seatholders, or persons authorised to occupy the seats of seatholders, Officers in uniform, and Consuls will be admitted at the main entrance *only* from 10 to 10.15. After 10.15 the other doors will be opened, and all seats not occupied will be allotted to such of the public as may attend.

Seatholders are requested to observe that the only way in which they can secure the use of their seats for themselves or their friends is by occupying them, or arranging that they shall be occupied before 10.15.

Seatholders not attending themselves, but assigning their seats to others, are requested to furnish one of the party with a written authority.

Order of Service.

Organ,* { Canzone in *A* minor...*Guilmant.* / The Occasional Overture *Handel.* }

Processional Hymn—
The National Anthem.
Responses—Festival ....*Tallis.*
Hymn instead of the Venite Exultemus *Monk.*
Proper Psalms; xx, xxi,... { *Aldrich & Woodward.* }
Te Deum ....*Barnby.*
Jubilate ....*Sangster.*
Organ—Andante............*Calkin.*
Anthem—Hallelujah Chorus..........*Handel.*
Special Hymn...(Tune—Old 100th Psalm).
Organ—Priests' March from Athalie } ....*Mendelssohn.*
Organ—Offertoire.......................*Baptiste.*

* From 10.10 a.m.

Hongkong, June 14, 1887. 1127

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, Queen's Road.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, Hongkong and China Gas Company, Limited:—

'I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 981

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
Voigtlander's Celebrated BINOCULARS AND TELESCOPES.
Ritchie's Liquid and other Compasses.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS AND DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at *very moderate prices.* 742

NOTICE.

NEITHER the Agents, nor the Owners will be RESPONSIBLE for any DEBTS Contracted by the Captain, Officers or Crew of the American Barque *Southern Chief* during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 10, 1887. 1097

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 11th to 25th Instant, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, June 10, 1887. 1094

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ld.

Hongkong, May 3, 1887. 864

Business Notices.

LANE, CRAWFORD & Co.

have now received a NEW STOCK of

TABLE GLASS WARE,

In a Variety of

ETCHED Cut and Engraved Patterns in LIQUEURS, HALF-SHERRY, SHERRY, PORT, CLARET, HOCK, and CHAMPAGNE GLASSES, CHAMPAGNE, HALF-PINT and PINT TUMBLERS, FINGER BOWLS, ICE PLATES, QUART and PINT DECANTERS, CLARET JUGS, WATER JUGS, CUSTARD CUPS, JELLY GLASSES, SALT CELLARS, CARAFES and TUMBLERS, BUTTER DISHES, and CREAM JUGS.

These can be bought in Sets to match throughout, or in odd dozens.

A full Set of above will be exhibited during the week, Prices very Moderate.

LANE, CRAWFORD & Co.

Hongkong, June 11, 1887. 1104

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL is centrally situated and within a few minutes' walk from the principal landing places.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
Wines, Spirits and Malt Liquors of the very best quality only.

Hongkong, April 1, 1887. 607

W. POWELL & Co.
HAVE RECEIVED THIS WEEK

A Large Assortment of NEW SUMMER DRESS MATERIALS, consisting of NEEDLEWORK COSTUMES,
Fancy CANVAS CLOTHS,
SPECIALITIES in CREPE STRIPES.
STRIPE and CHECK ZEPHYS to MATCH.
LLAMA CAMBRICS, &c., &c.

Also, a New Assortment of PARASOLS, SILK GLOVES, CORSETS, LACE MANTILLAS, Fancy ANTIMACASSARS, Gentlemen's SUMMER SOCKS, VESTS and DRAWERS, TABLE LINENS, FURNITURE PLUSHES, &c.

Victoria Exchange, May 21, 1887. 968
(*TELEPHONE* 21).

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
(QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF

GENTLEMEN'S SHIRTS and COLLARS,
UNDERVESTS,
PANTS and HALF-HOSE,
BOOTS and SHOES,
Christy's FELT, TERAI and STRAW HATS,
UMBRELLAS,
HANDKERCHIEFS, &c.

Hongkong, April 6, 1887. 644

Intimations.

WANTED by Two Bachelors, a Small HOUSE or Three ROOMS at the Peak.

Apply to
'X. Y. Z.,'
Care of This Office.

Hongkong, June 9, 1887. 1093

THE SHARK FISHERY COMPANY, LIMITED.

APPLICATIONS for SHARES will be Received by the Secretary until further Notice.

JOHN WILLMOTT,
Secretary.

Hongkong, May 23, 1887. 983

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Latterly Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,
No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(*Next to the New Oriental Bank.*)

Hongkong, January 12, 1885. 66

To Let.

TO BE LET.

'BISNEE VILLA'—Pokfulum.

'BEACONSFIELD' lately occupied by the Hongkong and Shanghai Banking Corporation. Possession from the first of July, when the Repairs will be completed.

Apply to
BELILIOS & Co.;
or to
SHARP & Co.,
Estate Agents.

Hongkong, June 4, 1887. 1060

TO LET.

ROOMS in 'College Chambers.'

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 25, 1887. 504

TO LET.
(*With Early Possession.*)

THE Desirable Residence 'GREENMOUNT,' Situated on the Bonham Road.

Apply to
GILMAN & Co.

Hongkong, March 17, 1887. 488

TO BE LET.

A Very Comfortable HOUSE, Furnished or Unfurnished, Commanding extensive Sea View, and very Cool in Summer.

Apply at
THE HONGKONG DISPENSARY.

Hongkong, May 17, 1887. 868

Notices of Firms.

THE TAKASIMA COLLIERY AGENCY.

DURING my temporary Absence in Japan, Mr. J. SPENCE LEGGE will Take Charge of the above Agency.

H. J. H. TRIPP,
Agent.

15th June, 1887. 1126

STRAITS INSURANCE COMPANY, LIMITED.
STRAITS FIRE INSURANCE COMPANY, LIMITED.

MR. JOHN ANDREW has been appointed Agent for the above Companies in Hongkong.

By Order of the Board of Directors,
CRAWFORD D. KERR,
Agent.

Hongkong, June 9, 1887. 1091

NOTICE is hereby given that the Business of General Store-keepers and Commission Agents previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & Co. by Tiong Ah Hok and Tan King Sing in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said Tan King Sing for any Debt or Liability incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & Co.,
Foochow.

Singapore, 17th May, 1887.

WITH Reference to the above, I, Tiong Ah Hok, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as General Store-keepers and Commission Agents, is now being carried on at Foochow as heretofore by TAM KIM CHING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said Tam Kim Ching as his Agent individually and also as a Partner in the said Firm, to transact all matters connected with the Business of the Firm at Foochow.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Lydia*, Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 9th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 16th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, June 9, 1887. 1085

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *MERIONETHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 17th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 17th June, at 4 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, June 10, 1887. 1100

STEAMSHIP *IRAOUADDY.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex S.S. *Cordouan* and *Kaieteur*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 4 p.m. To-day (Thursday), the 9th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 16th June, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Saturday, the 19th June, 1887, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, June 9, 1887. 1090

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 20th Instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 13, 1887. 1118

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts..............$20 per Case of 1 doz.
Pints.................$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

WASHING BOOKS.
(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

China Mail Office.

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship *Ningpo*, Captain F. Schultz, will be despatched for the above Port on THURSDAY, the 16th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, June 14, 1887. 1124

FOR HIOGO AND YOKOHAMA.

The Steamship *Gilsland*, Capt. Robinson, will be despatched as above on THURSDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, June 13, 1887. 1112

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Oopack*, J. C. Jaques, Com'der, will be despatched for the above Port on FRIDAY, the 17th Inst., at Daylight.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 10, 1887. 1098

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(*Taking Cargo and Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Kutsang*, Captain Jackson, will be despatched as above on FRIDAY, the 17th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 13, 1887. 1113

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Teheran* will leave for the above places on FRIDAY, the 17th June, at 4 p.m., instead of as previously advertised.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 14, 1887. 1130

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Priam*, Captain Butler, will be despatched as above on FRIDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 13, 1887. 1110

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(*Passing through the* INLAND SEA.)

The Co.'s Steamship *General Werder*, Capt. W. von Schuckmann, will leave for the above Ports on or about the 17th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 11, 1887. 1106

Shipping.

Steamers.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Monmouthshire*, Cuming, Commander, will be despatched for the above Port on FRIDAY, the 17th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 14, 1887. 1122

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Menmuir*, Captain Helms, will be despatched for the above Ports on SATURDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, June 13, 1887. 1115

UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship *Claymore*, Captain Gulland, will be despatched as above on MONDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, June 14, 1887. 1123

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

The Co.'s Steamship *Paumben*, Captain Leask, will be despatched as above on MONDAY, the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 13, 1887. 1120

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arratoon Apcar*, Capt. J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 21st Inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 13, 1887. 1117

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Tanais*, Commandant Paul, will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.

G. de CHAMPEAUX,
Agent.

Hongkong, June 14, 1887. 1128

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Oxus*, Commandant Guirand, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. de CHAMPEAUX,
Agent.

Hongkong, June 14, 1887. 1129

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.1.1. British Barque *Antoinette*, Captain Bunje, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, May 31, 1887. 1034

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Allie Rowe, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

Arnouda, British barque, Jas. H. Green.—Messageries Maritimes.

Arratoon Apcar, British steamer, Capt. J. G. Olifent.—David Sassoon, Sons & Co.

Elwell, American ship, Captain J. A. Barston.—Order.

General Werder, Germ. str., Capt. W. von Schuckmann.—Melchers & Co.

Menmuir, British steamer, Capt. P. T. Helms.—Russell & Co.

Sonntag, American barque, Haswell.—Russell & Co.

Torique, British ship, Captain S. Davis.—Order.

Entertainment.

THEATRE ROYAL,

Mr. John F. Sheridan..........*Proprietor.*
Mr. F. H. Pollock ......*Business Manager.*

Return of the Great Success

JOHN F. SHERIDAN AND HIS MATCHLESS COMPANY,

FOR A FEW NIGHTS ONLY!

COMMENCING

THIS EVENING,

Wednesday, *the* 15*th June*, 1887, will be produced for the First Time in Hongkong,

AN ENTIRELY NEW PROGRAMME, which in consequence of this limited Season can only be produced for ONE NIGHT ONLY.

To commence with the Musical Comedietta,

'IRISH STRATEGY.'

Paddy O'Connor...Mr. John F. Sheridan. With Songs—'Pat McCann, 'No Irish need Apply,' and 'The Whistling Thief.'
Doctor Brown, with song, 'Grand-father Ben'... ... ...Mr. Alfred Holland.
Henry (his Son) with Song, 'To-day I'm Twenty-one' ...Mr. Martyn Hagan.
Job a Servant) ...Mr. B. Morgan.
Mrs. Fidget, with Song, 'Mr. and Mrs. Brown' ... ...Miss Lucy Fraser.
Jane (her Daughter) with Song, 'True love from o'er the Sea,' from Rip Van Winkle ... ...Miss May Melville.

Followed by a Miscellaneous Musical Olio.
Nautical Songs—'Jack's Yarn,' 'The Powder Monkey'...Mr. E. C. Dunbar.
Character Song—'I'm getting too old for that now' ...Mr. Hagan.
Song—'Stick to your Mother, Tom,' (by request) ... ...Miss Fraser.
Song—'Sweet Lavene'...Mr. Holland.
Song—'Home Sweet Home,' Miss May Melville.

The Evening's Entertainment to conclude with The Negro Picture of Slave life in America in 1860, when the Slaves would gather together to sing their own quaint Songs and indulge in amusements of their own peculiar kind. Mr. Sheridan has chosen this picture from the famous story by Harriet Beecher Stowe, entitled,

'UNCLE TOM'S CABIN.'

Scene—The Cabin or Hut of Uncle Tom.

Characters.

Topsy—Her great character, in which she has no equal, introducing Negro Melodies with the pure Southern voice, action, &c....Miss May Livingston.
Uncle Tom—the faithful Slave, Mr. E. C. Dunbar.
Washington Cridjoe,-Mr. Alfred Holland.
Erastus Hardbeck...Mr. Martyn Hagan.
Brother Gardner ...Mr. Clement Morgan.
Waydown Beebe ...Mr. Henry Delmaine.
Sarah Washington...Miss Lucy Fraser.
Sophia Green... ...Miss May Melville.
Aunt Chloe—with Songs and Dance 'Hello, Babby' ... ...Mr. John F. Sheridan.
Incidental to this Scene will be introduced:
'The old Kentucky Home'...Company.
'Pharaoh's Army'...Mr. Dunbar.
'My old Cabin Home'...Miss Fraser.
'Watch de riber rollin''...Mr. Holland.
'Hush, little baby, don't cry' Miss Livingston.
'Steal away' ... ...Company.
'Take me home' ... ...Mr. Sheridan.
'Tom tell us what we're gwine to do' Miss Livingston and Mr. Dunbar.
'Home once more' ...Miss Melville.
'Keep a movin'' ... ...Mr. Hagan.
'One more river to cross'..Company.
'Hello, Babby'—Song and Dance, Mr. Sheridan.
'Dancing in the Barn,' Messrs. Hagan and Sheridan.
Concluding with Chorus and Dance by the Entire Company.

Doors open at 8.30. Commence at 9 p.m.

PRICES OF ADMISSION:
Dress Circle and Stalls, - - - $2.
Back Seats, - - - - - - - $1.
Soldiers and Soldiers half price.

Box Plan now open at Messrs. Lane, Crawford & Co.'s.

THURSDAY EVENING, 'NAP.'

FRIDAY EVENING, 'FRA DIAVOLO.'

SATURDAY EVENING, 'FUN ON THE BRISTOL.'

W. TIVEY, - - *Musical Director.*
W. ALLEN, - - *Agent.*

Hongkong, June 15, 1887. 1125

Insurances.

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & Co.

Hongkong, May 20, 1887. 961

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

Capital,—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., *Agents, Hongkong & Canton.*

Hongkong, January 4, 1887. 100

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Braunschweig*, Captain Störmer, will leave for the above place TO-MORROW (Thursday), the 16th Inst., at 3 p.m.

For Freight or Passage, apply to

MELCHERS & Co., *Agents.*

Hongkong, June 15, 1887. 1134

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haiphong*, Capt. S. Ashton, will be despatched for the above Ports on SATURDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, June 15, 1887. 1136

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenorchy*, Captain Grove, will be despatched as above on or about the 27th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, June 15, 1887. 1132

STEAM TO NAGASAKI.

The P. & O. S. N. Co.'s Steamship *Lombardy* will have quick despatch for the above Port.

For Freight or Passage, apply to

E. L. WOODIN, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, June 15, 1887. 1131

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

Fancy Fair at Macao on Sunday Evening, the 19th Instant.

CHEAP EXCURSION TO MACAO AND BACK.

WEATHER permitting, the *WHITE CLOUD* will leave Hongkong on SUNDAY, the 19th Instant, at 9 a.m., returning from Macao at Midnight.

First Class Fare to Macao and back, $2. No Second Class or Single Fares. Chinese Servants, 50 Cents each way. No Chits will be taken.

Tickets may be obtained at the Company's Office.

By Order,

F. HENDERSON, *Acting Secretary.*

Hongkong, June 15, 1887. 1133

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *BRAUNSCHWEIG*, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Cargo from New York ex s.s. *Fulda*, *Trave* and *Saale*, has come forward by this Steamer.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 4 p.m. To-day, the 15th Inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 23rd June, at 4 p.m.

All Claims must reach us before the 24th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co., *Agents.*

Hongkong, June 15, 1887. 1135

SHIPPING.

ARRIVALS.

June 15, 1887:—

Taiyuan, British steamer, 2,349, Dodd, Newcastle (N.S.W.) May 28, General and Coal.—Butterfield & Swire.

Kungpai, Chinese steamer, 607, J. B. Bissander, Chefoo June 8, Beans in Bulk.—C. M. S. N. Co.

Fatshan, British steamer, 1,495, Brock, Leith April 30, Ballast.—H.K. C. & M. S. S. Co.

Braunschweig, German steamer, 2,150, L. Stormer, Bremen May 4, Antwerp 7, Southampton 8, Suez 23, Aden 28, Colombo 4, and Singapore 10, Mails and General.—Melchers & Co.

Lombardy, British steamer, 1,726, G. C. Brookes, Penang June 6, and Singapore 9, General.—P. & O. S. N. Co.

Haiphong, British str., 1,122, S. Ashton, Foochow June 12, Amoy 13, and Swatow 14, General.—Douglas Steamship Co.

DEPARTURES.

June 15:—

Yangtsze, for Whampoa.
Greyhound, for Hoihow.
Deucalion, for Amoy and Shanghai.
Teviot, for Saigon.
Ravenna, for Shanghai.
Zafiro, for Amoy and Manila.
Thales, for Coast Ports.
Tritos, for Saigon.
Jacob Christensen, for Kutchinotzu.
Ashington, for Kobe.

CLEARED.

Soochow, for Hoihow.
Vespasian, for Chefoo.
Amphitrite, for Havre and London.
Ningpo, for Shanghai.
Danube, for Haiphong.
Eidsvold, for Takao.

PASSENGERS.

ARRIVED.

Per *Braunschweig*, from Bremen, &c., Mr L. Arolt, Mrs von Schnekmann and child, Mr and Mrs Dattan, Mr Bennett, Mrs Massa and child, Consul von Sohelling, Mr and Mrs Johnstone, Mrs H. Heckert, Miss M. Zietelmann, Mr and Mrs Gielen, Messrs A. Bernstein and S. J. Laidler, and 138 Chinese, from Singapore.

Per *Lombardy*, from Penang, 323 Chinese.

Per *Taiyuan*, from Newcastle, N.S.W., for Hongkong, The Misses Reid (2), and Mr H. M. Edgill; for Yokohama, Mrs Goddard and 4 children, and Mr Fred. W. Johnson.

Per *Kungpai*, from Chefoo, 4 Chinese.

Per *Haiphong*, from Coast Ports, 1 Europeans, and 65 Chinese.

DEPARTED.

Per *Ravenna*, for Shanghai from Hongkong, Messrs W. Holland, H. O. Matheson, H. J. H. Tripp and J. Seymour; from Colombo, Dr. D. R. Dessia.

Per *Greyhound*, for Hoihow, 20 Chinese.

Per *Deucalion*, for Amoy, 50 Chinese.

Per *Teviot*, for Saigon, 12 Chinese.

Per *Zafiro*, for Amoy, 100 Chinese.

TO DEPART.

Per *Verona*, from Hongkong: for Bombay, Mrs Moriambye; for Marseilles, Mr S. Perret; for London, Staff-Surgeon H. F. Strictland, R.N., Commander J. M. McQuhae, Messrs John Downs, Saml. Phillips and A. McDougall. From Shanghai; for London, Miss J. Philips, and 2 seamen deck. From Yokohama: for Singapore, Mr and Mrs Joaquin and maid, and Mr R. S. O'Connor; for Venice, Mr T. Nishigawa; for London, Mrs Livingstone. From Kobe for Singapore, Mr Williamson; for London, Mr Caldecott.

Per *Danube*, for Haiphong, Messrs Huchet, St. Anand, J. Bedat, and 25 Chinese.

SHIPPING REPORTS.

The British steamer *Taiyuan* reports: Left Newcastle, N.S.W., at noon of the 28th ult., and arrived at Hongkong on the 15th inst. Had moderately favourable winds and pleasant weather throughout the passage.

The Chinese steamer *Kungpai* reports: From lat. 35° north to 32° north, clear weather with light Westerly winds. From 32° north to 28 north, calm with heavy rain, and variable winds. From 28° north to 21° north, strong S.W. monsoon and sharp, head sea.

The British steamer *Fatshan* reports: Had a fine passage out to Singapore; thence to port moderate monsoon and fine clear weather.

The German steamer *Braunschweig* reports: Left Bremen on the 4th ulto., and Antwerp on the 7th of May, with full cargo of merchandise and passengers for China: called at Southampton on the 8th of May, passed through the Canal with electric light, and arrived at Suez on the 21st at noon, received mails and passengers, and left Suez on the 23rd of May, at 11 p.m. Called at Aden on the 28th of May, at Colombo on the 4th of June, at Singapore on the 10th of June. Arrived at Hongkong the 15th of June, at noon. During the passage fine weather and smooth sea except in the Arabian-sea, where she met with a strong S.W. monsoon and rough sea, with occasional rain. On the 9th May, spoke Nordd. Lloyd steamer *Ohio*, from Buenos Agres, bound Bremen, lat. 46° north, and long. 70° west. On the 11th May, spoke German steamer *Douar*, of San Vincent. On the 27th May, spoke Nordd. Lloyd steamer *Habsburg*, from Australia, bound Bremen, off Perim. On the 28th May, spoke Nord. Lloyd steamer *Stettin*, from Singapore, for Bremen, off Cap Marsheigh. On the 12th June, spoke Nordd. Lloyd steamer *Sachsen*, from Shanghai, bound Bremen, lat. 8° 30' north, and long. 108° 15' east.

The British steamer *Haiphong* reports: Left Foochow on the 12th inst., and experienced strong S.W. winds with rain, squalls to arrival in Amoy; thence, had moderate S.W. winds to Swatow; thence to Hongkong, moderate S.W. and W.S.W. winds. Steamers in Foochow, *Glengarry*, *Pactolus* and *Guthrie*. Steamers in Amoy, *Monmouthshire* and *Formosa*.

POST OFFICE NOTICES.

MAILS will close:—

For NAGASAKI.—
Per *Tetartos*, at 11.30 a.m., on Thursday, the 16th inst.

For KOBE & YOKOHAMA.—
Per *Gilsland*, at 3.30 p.m.,* on Thursday, the 16th inst.

For KOBE & YOKOHAMA.—
Per *Afghan*, at 11.30 a.m., on Saturday, the 18th inst.

For SAIGON.—
Per *Vortigern*, at 4.30 p.m., on Thursday, the 16th inst.

For SHANGHAI.—
Per *Oopack*, at 5 p.m., on Thursday, the 16th inst.
Per *Kutsang*, at 3.30 p.m., on Friday, the 17th inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, &c., &c.—
Per *Menmuir*, at 5 p.m., on Friday, the 17th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Teheran*, at 5 p.m., on Friday, the 17th inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Deepdale*, at 5 p.m., on Saturday, the 25th inst.

MAILS by the British Packet.—
The British Contract Packet *Verona* will be despatched on THURSDAY, the 16th June, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure,—
Noon. —Money Order Office closes.
2 p.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 p.m.—Mail closed, except for Late Letters.
3.10 p.m.—Letters may be posted with Late Fee of 10 cents until
3.30 p.m.—When the Post Office closes entirely.
3.40 p.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

POST OFFICE NOTICES.

MAILS will close:—

For KOBE & YOKOHAMA.—
Per *Claymore*, at 3.30 p.m., on Monday, the 20th inst.

For STRAITS and CALCUTTA.—
Per *Arratoon Apcar*, at 2 p.m., on Tuesday, the 21st inst.

MAILS by the United States Packet.—
The United States Mail Packet *Oceanic* will be despatched on TUESDAY, the 21st Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.	* Madeira.
* Azores Is.	* Malta.
* Belgium.	* Mauritius.
* Bermuda.	* Natal.
* Canada.	* Newfoundland.
Canton.	New South Wales.
* Cape Colony.	* New Zealand.
Ceylon.	North Borneo.
† (*Constantinople*).	Ningpo.
* Cyprus.	* Norway.
* Denmark.	Port Darwin.
* Egypt.	* Portugal.
* Falkland Is.	Queensland.
Foochow.	* S. Helena.
* Gambia.	* Seychelles.
* Germany.	Shanghai.
* Gibraltar.	* Sierra Leone.
* Gold Coast.	South Australia.
Hankow.	Straits Settlements.
Hawaii.	Swatow.
Hoihow.	* Sweden.
Hongkong.	* Switzerland.
* Holland.	Tasmania.
* Honduras, (Br.).	United Kingdom.
* Iceland.	* United States.
India.	Victoria.
* Italy.	Western Australia.
Japan.	* West Indies (British, Danish, and Dutch).
* Lagos.	

2.—Orders on the Countries marked * are forwarded *through the London Post Office*, and are paid less a small discount of about 2*d.* in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in).

Up to £ 2, or $10, or R 20,......0.20 cents.
" £ 5, or $25, or R 50,......0.40 "
" £ 7, or $35, or R 70,......0.60 "
" £10, or $50, or R100,......0.80 "
— — R150,...$1.00.

4.—No Order must exceed £10 or $50 (unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

† By means of Postal Notes.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bremen, and Ports of Call	Braunschweig (s)........	Störmer........	Norddeutscher Lloyd	July 7, at 4 p.m.
Hiogo and Yokohama........	Gilsland (s)........	Robinson........	Jardine, Matheson & Co......	June 16, at 4 p.m.
Kobé and Yokohama........	Claymore (s)........	Gulland........	Russell & Co........	June 20, at 4 p.m.
Kobé and Yokohama........	Tanais (s)........	Paul........	Messageries Maritimes........	Quick despatch.
London, and Ports of Call......	Verona (s)........	F. Speck........	P. & O. S. N. Co........	June 16, at 4 p.m.
London, via Suez Canal........	Priam (s)........	Butler........	Butterfield & Swire........	June 17.
London, via Suez Canal........	Glenorchy (s)........	Gedye........	Jardine, Matheson & Co.......	About June 27.
Marseilles, and Ports of Call ...	Anadyr (s)........	Delacroix........	Messageries Maritimes........	June 23, at noon.
Nagasaki, Kobé and Yokohama	Teheran (s)........		P. & O. S. N. Co........	June 17, at 4 p.m.
Nagasaki........	Lombardy (s)........		P. & O. S. N. Co........	Quick despatch.
New York, via Suez Canal	Monmouthshire (s)........	Cuming........	Adamson, Bell & Co........	June 17.
New York........	Antoinette........	Bunje........	Siemssen & Co........	Quick despatch.
San Francisco, via Yokohama..	Oceanic (s)........		O. & O. S. S. Co........	June 21, at 3 p.m.
San Francisco, via Yokohama..	City of Rio de Janeiro (s)........		Pacific Mail S. S. Co........	June 30, at 3 p.m.
Shanghai........	Braunschweig (s)........	Störmer........	Norddeutscher Lloyd........	June 16, at 3 p.m.
Shanghai........	Ningpo (s)........	F. Schulz........	Siemssen & Co........	June 16, at 4 p.m.
Shanghai........	Oopack (s)........	J. C. Jaques........	Arnhold, Karberg & Co........	June 17, at daylight.
Shanghai........	Kutsang (s)........	Jackson........	Jardine, Matheson & Co.......	June 17, at 4 p.m.
Shanghai........	Oxus (s)........	Guirand........	Messageries Maritimes........	Quick despatch.
Singapore, Penang and Calcutta	Arratoon Apcar (s)........	J. G. Olifent........	David Sassoon, Sons & Co....	June 21, at 3 p.m.
Swatow, Amoy and Foochow...	Haiphong (s)........	Ashton........	Douglas Lapraik & Co........	June 18, at noon.
Swatow, Chefoo and Tientsin...	Paumben (s)........	Leask........	Jardine, Matheson & Co.......	June 20.
Sydney and Melbourne, &c.....	Menmuir (s)........	Helms........	Russell & Co........	June 18, at daylight.
Yokohama, Kobé and Nagasaki	General Werder (s)........	W. von Schuckmann	Norddeutscher Lloyd........	About June 17.

SHARE LIST.—QUOTATIONS.

June 15, 1887.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 4,500,000	$ 25,313.43 at working a/c	30/ for ½ year to Dec. 31/86	137 % prem., buyers
INSURANCES.							
North-China Insurance Co., Ld......	5,000	£ 25	£ 50	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 265, seller
Yangtsze Insurance Company, Ld....	8,000	£ 2	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 109
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$ 614,000	$ 314,012.95	$6¼ p. sh. /85	$80 per share, buyers
China Traders' Insurance Co., Ld....	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % ⅌ annum	$66 " buyers
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$ 188,000	$ 494,406.00	10 % for 1885	$72½, sellers
Chinese Insurance Co., Limited......	1,500	$ 1,000	$ 200	$ 28,711.50	$ 125,771.29	8 % for 1886	$230 per share, sellers
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$ 1,000,000	$ 328,567.46	$27.50 for '85	$330 " cash, sellers
China Fire Insurance Co., Ld.......	20,000	$ 100	$ 20	$ 612,500	$ 243,738.44	$ 6 for 1885	$78 " sellers
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$20, nominal
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 7,718.40	...	$10, sellers
The Straits Insurance Co., Ld.......	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$30, nominal
STEAMBOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	40,000	$ 2	all	$ *30,000 $ †170,000	$ 11,410.4	6 % half year Dec. 31/86	96, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 1151.13	8 %	$50 per share, nominal
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10				
60,000 shares issued........	31,212	£ 1	£ 10	...	£ 4,387.5.9	7 % for 1885	10 % dis., sellers
China and Manila S. S. Co., Ld.....	3,500	$ 100	all	...	...	None	40 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 4,260.12	16 % for 1886	65, buyers
H.K. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.3.1	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers, fully paid up
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Ld. 3,000 sh. issued	3,000	$ 100	all	...	$ 1,321.41	$6 half year June 30 1886	$205 " sellers
China Sugar Company, Limited......	15,000	$ 100	all	...	$ 13,781.53	12 % for 1886	$127 " sellers
Hongkong Ice Company, Limited ...	5,000	$ 25	all	$ 30,000	...	12 % for 1886	$50 "
Hongkong Bakery Company, Ld. ...	800	$ 50	all	$ 6,000	$ 514.58	1 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited.....	7,000	$ 100	all	...	$ ‡29,303.18	None	$127 " buyers
Perak Sugar Cultivation Co.........	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & S'ting Co.......	5,000	$ 50	all	...	...	None	$20
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$14, sellers
H.K. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	$133, sellers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7	$45 per share, nominal
A. S. Watson & Co., Limited......	3,800	$ 100	all	$ 5,000	$ 2,730.09	13 % for 1886	60 % prem., buyers
H.K. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem.
LOANS.				*Rates of Int.*	*Payable.*		
Chinese Imperial 1884 B........	8,565	Tl. 500	all	8 %	June 16 & Dec. 16	...	6 % prem.
" " 1884 C........	3182	$ 500	all	8 %	Oct. 15	...	8 % prem.
" " 1886 B........	...	T700,000	Tl. 250	7 %	March & Sept.	...	5 % prem.
Chinese Imp. (Ch. Bank Loan) 1885	2790	$ 500	all	8 %	Jan. 18	...	par

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—*Braunschweig* leaves for S'hai.
4 p.m.—*Ningpo* leaves for Shanghai.
4 p.m.—*Gilsland* leaves for Hiogo, &c.
4 p.m.—English Mail leaves for Ports of Call and Europe.

Amusements.

9 p.m.—Performance at the City Hall.

Meeting.

9 p.m.—Meeting of Perseverance Lodge.

Miscellaneous.

Goods per Steamer *Irawaddy* unclaimed after Noon subject to rent.
Goods per *Lydia* undelivered after this date subject to rent.

A. S. WATSON & Co., LIMITED.

SUMMER REQUISITES.

FRUIT CORDIALS:
Lime Juice, Raspberry, Strawberry, Cherry, Pine Apple, Damson, Orleans Plum.

MONTSERRAT LIME FRUIT JUICE.
Acidulated Lime Fruit Tablets.

Mawson & Swan's New Patent
WATER FILTERS.

PRICKLY HEAT LOTION,
BAY RUM, TOILET VINEGAR,
'CARBOLIC' EAU DE COLOGNE.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Established 1841.

Hongkong, June 13, 1887. 1121

The publication of this issue commenced at 1.15 p.m.

The China Mail.

Hongkong, Wednesday, June 15, 1887.

TELEGRAMS.

[Supplied to the 'China Mail.']

THE QUEEN'S JUBILEE.

Her Majesty the Queen will wear her Crown and State robes at Westminster Abbey on the occasion of the Jubilee celebration.

THE HEALTH OF THE EMPEROR OF GERMANY.

The Emperor is slightly better.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Haitan*, May 3; *Colombo*, 6; *Glenavon*, *Orion*, 27; *Cyclops*, 24; *Menelaus*, *Cachar*, 31; *Euphrates*, *Toonan*, June 3; *Achilles*, *Glenearn*, *Abergeldie*, 7.

Homeward Bound:—*Glenfalloch*, *Polamed*, May 17; *Devonshire*, 24; *Orestes*, 31; *Diomed*, *Medusa*, June 3; *Djemnah*, 7; *Sarpedon*, 10.

The P. M. S. S. Co.'s S. S. *City of Rio de Janeiro*, with the American Mail of the May 24, was to leave Yokohama on the 14th instant, and may be expected here on or about the 20th inst.

The steamship *Oxus*, with the French Mail of May 29th, left Singapore on Wednesday, the 15th inst., at 11 a.m., and may be expected here on Wednesday, the 22nd instant. This Packet brings replies to letters despatched from Hongkong on April 12.

The Gellatly Line steamship *Ghazee* left Singapore on the 15th inst., and may be expected here on or about the 21st inst.

As will be observed from our advertisement columns, there will be a cheap excursion to Macao and back on Sunday next, in connection with a Fancy Fair at Macao that evening. The *White Cloud* will leave at 9 a.m. and return at midnight.

The *Oxus*, with the French Mail of May 20th, was to leave Singapore to-day at 11 a.m., and may be expected here on or about Wednesday, the 22nd inst. This Packet brings replies to letters despatched from Hongkong on April 12th.

We understand the cruiser *Filipinas* (built by the Hongkong and Whampoa Dock Company for the Manila authorities) made a very successful trial trip yesterday. Everything worked most satisfactorily, and the vessel averaged a speed, on the four runs, of 12.2 knots.

We note that the C. N. Coy's steamer *Taiyuan*, which left here on 25th April for Port Darwin, Sydney and Melbourne, with Mr and Mrs Marsh on board, arrived back here this morning, having made the round trip, including all detentions and stoppages at the ports, in 50 days 17 hours.

Messrs Adamson, Bell & Co., the agents, have received a telegram advising the arrival of the steamer *Abyssinia* at Vancouver on the 13th inst., she having made the passage from Yokohama to Vancouver in 13 days. The *Abyssinia* left Hongkong for Kobe and Yokohama on the 18th May.

We note the arrival of an old friend from Shanghai in the person of Mr H. Æ. Sidford, who goes to Pakhoi as Commissioner of Customs. We are sure the appointment will be very popular among Mr Sidford's many friends in the South of China. He will leave here for his post with his family in the revenue cruiser *Ling Feng* at daylight to-morrow.

Privates Holwells and Withnall of the Northamptonshire Regiment were charged at the Police Court to-day with entering the house of one Khun Bui and stealing two pairs of trousers. It would appear that the second defendant had opened a case in search of liquor and not finding any had taken the trousers more as lark than anything else. He was fined $10, with the option of 14 days' hard labour, for making a disturbance.

We are informed by Messrs Adamson, Bell & Co. that the Gellatly Line S. S. *Ghazee* left Singapore this afternoon for Hongkong.

Ching Asam, the other prisoner in the rendition case, was, in view of the judgment given yesterday with regard to his former fellow-prisoner, Leung Afu, discharged from gaol this afternoon. He was, however, immediately arrested by Inspector Quincey on a charge of having committed or of having aided and abetted in the committal of divers acts of murder and burglary within the jurisdiction of the Emperor of China. A warrant has also been given for the re-arrest of Leung Afu, but the Police have not yet managed to recapture him. This power of bringing charge after charge against a prisoner, when the previous ones have broken down, might, possibly, become a rather dangerous one in the hands of unscrupulous Chinese officials, and we think great care should be taken in granting such warrants.

Thieves are evidently no respecters of persons, and have apparently no limit to their audacity. On Friday evening last, about six o'clock, as the Rev. Mr Chesnut, Military Chaplain, was taking refuge from a shower of rain under a tree in Kennedy Road, a Chinaman who had been lurking about the spot, came up behind him and snatched off his gold spectacles and made off along the road. The reverend gentleman at once gave chase, and an artilleryman who had been near also started in pursuit, but the thief, knowing where his greatest safety lay, rushed among the brushwood on the hillside and was soon lost sight of. We hear that Mr Goosmann was the victim of a similar theft in the Gardens a short time ago. We suppose we shall next hear of some one having his false teeth removed from his mouth by the light-handed gentleman or gentlemen who seem to be having an undisturbed run in this line. Are the Police not cognisant of the man? Surely it is about time he was laid hold of.

The river saloon steamer *Fatshan*, built to the order of the Hongkong, Canton and Macao Steam-boat Company, arrived here from home under the command of Captain W. T. W. Brock this morning. This vessel has been constructed from designs of Mr Scott, of Greenock, by Messrs Ramage and Ferguson, of Leith, for the night service between here and Canton. Her tonnage is 2,260 registered, she is 280 feet long, 54 feet in beam, and is provided with two sets of triple expansion, surface condensing engines, with a working pressure of 150 lbs to the square inch. She is built on the cellular system, and can carry a dead-weight of 200 tons on a draft of 7 feet 6 inches. Her guaranteed speed is 11 knots, but on her trial trip she accomplished a speed of 12.146 over the measured mile. She is beautifully-modelled, and her cabin and passenger accommodation generally will compare favourably with that of any of the river steamers in the East. She has been supplied with the electric light by Messrs Clarke, Champan, Parsons & Co., Sunderland. Altogether, she does equal credit to the designer and builders. She was launched on the 21st March, and left home on the 30th April. She has therefore been 46 days on the passage, but as she stopped four days at Aden and a similar period at Singapore, she has been actually only 38 days under steam. She experienced fine weather throughout the voyage except for a few days in the Indian Ocean, when she encountered rather heavy weather. She has already gone over to Kowloon Docks, to be cleaned, preparatory to being placed on the line. Captain S. W. Goggin has taken command of her.

A meeting of Chinese merchants was held at the Tung Wah Hospital to-day, to consider the new Public Health Bill and to take some steps with regard to the petition that is being signed by the Foreign and Chinese community praying the Government to postpone the second reading of the Bill till the Autumn. Mr Ho Amei presided, and there were present a considerable number of the leading Chinese merchants and property-holders, among those present being Messrs Li Shing, Wai Yuk, Hon. Wong Shing, Woo Lin Yune, Ko Hang Tak, Chiu Yu Tin, Chan Kan, Chan Kwan I, Ho Chung Shan, Lun Sow, Tsz Yu Man and Granville Sharp. The Chairman explained the objects of the meeting and said they would not take any steps now with regard to Dr Ho Kai's protest, but if the petition for postponement was not granted by the Government, they would immediately call another meeting. He then proposed the following resolution; 'That this meeting cordially approves of the memorial to His Excellency General Cameron, Administrator of the Government, requesting him to postpone until next session, the further consideration of the Public Health Bill prepared by the Sanitary Board, and desires to emphasize its desire that no further steps of any kind be taken in the matter until the Legislative Council assembles according to custom in the autumn of the year.' The motion was seconded by Mr Li Shing and was carried with acclamation. The following resolution, proposed by the Chairman and seconded by Mr Wai Yuk, was also unanimously carried—'That this meeting do tender their sincere thanks to Dr. Ho Kai for his vigorous protest against the Public Health Bill and request him to continue to represent the Chinese interests in the forthcoming discussion and in the opposition to the passage into law of thesaid Bill.' The following gentlemen were then appointed as delegates to accompany the Europeans when presenting the petition to His Excellency;—Messrs Choy Chan, Wong Shing, Chan Kwan I, Lee Shing, Wai Yuk, Ho Amei and Ho Kai. All present signed the petition.

The Chinese Commissioners have gone to Victoria, where it is supposed, their reception will be conducted on an extended scale.

The British steamer *Chefoo* went into the Amoy Dock on the 10th inst.

H. I. G. M. S. *Wolf*, Commander Jaeschke, left Amoy on the 11th inst. for Shanghai.

To celebrate the Queen's Jubilee, a boys' newspaper is to be started in Shanghai. The title of it is, we believe, *Our Leisure Hours*, and the first number will appear on the 21st instant. The paper is intended for private circulation.—*N. C. D. News.*

At a meeting of British residents, held on 7th instant, at H.B.M.'s Consulate, Chinkiang, E. L. Oxenham, Esq., in the chair, it was resolved to celebrate the Queen's Jubilee on the 21st inst. The following gentlemen kindly consented to act on the Committee:—Messrs Hance, Jerdein, Gregson, Dr. White, and E. L. Oxenham (Executive Officer). The following resolutions were proposed and passed:—

That the celebration shall begin with the despatch by telegraph of a congratulatory message to Her Most Gracious Majesty the Queen, to be followed by a service of thanksgiving at the American Methodist Episcopal Chapel, at 11 a.m.; service to be conducted by Mr Little, a British subject belonging to the Mission. That the Custom House and houses of business be asked to close on that day. That a dinner shall be provided in the grounds of the British Consulate and that the whole of the community be invited irrespective of nationality. To illuminate the Public Garden; to have a pyrotechnic display on the Bund. The cost to be defrayed by the Chinkiang Municipality.—*Shanghai Mercury.*

The *Shanghai Courier* says:—We understand that the Jubilee Celebration Committee, through their indefatigable Secretary, have invited the various Masonic bodies in Shanghai to take part officially in the procession on Jubilee Day, which is to follow the service in the Cathedral. The idea is a good one, but can it be carried out? Under certain circumstances it can, but there are great difficulties in the way. One of the greatest of these difficulties is that a man cannot appear in two characters at the same time—he cannot appear in the procession as a Volunteer and as a Mason also, and as every other Mason is a Volunteer, it will be foolish to call out the two bodies at the same time. A procession of Freemasons, would, undoubtedly, be a great novelty, an imposing spectacle, and a very formidable array so far as members are concerned, provided that all Freemasons in Shanghai were invited to take part, arranging themselves under the banners of the constitutions to which they belong, and rank only to be given to the Office Bearers of the different Lodges. A general procession of Freemasons arranged in this manner would be a grand, impressive and imposing sight, much more so than a turn-out of the Volunteers, which we are all accustomed to, and it is well worth every effort being made to see if it cannot be brought about. There is, we know, a spirit of indifference evinced at present as regards the proposal, but this arises mainly from the fact that it is impossible for all the different Lodges, Chapters, &c., &c., &c., to take part, but abandon so many sections, and act as constitutions, and satisfactory arrangements could easily be made. And why, on so exceptional an occasion, should not all Freemasons officially attend the service at the Cathedral or hold one Grand Universal Lodge in the Masonic Hall? The Queen is not a Ruler of the Craft, but her oldest son is, and Freemasons, the world over, are ever foremost in demonstrations of patriotism.

STRIKE OF CHAIR COOLIES.

Great inconvenience has been experienced to-day by residents on account of a strike of chair-coolies all over the city. They refuse to work because the Government have insisted on their being photographed before obtaining their licence. They complain that if one bearer happened to be sick for a day or two and a substitute was got, they would run the risk of getting into trouble. This is the grievance which forms the back-bone of the strike, but there are various other grievances which are being ventilated. The old complaint about their licence having been raised two or three years ago from $1 to $1.60, with 40 cents for the cost of numbering the sides is trotted out and other old sores are probed. Mr Stewart Lockhart (the Acting Registrar General) is busy endeavouring to bring the coolies to reason, and he has told them that he does not think the Government would seek to bring them into trouble if for a few days a substitute took the place of a duly-photographed coolie. The same order with regard to photography has been put into force with regard to the 'ricksha coolies, who submitted without much trouble. We trust the matter will be shortly settled, so as to avoid a good deal of strong language and great amount of inconvenience (especially to strangers).

THE RENDITION CASE.

The well-reasoned and clear judgment pronounced yesterday in the Supreme Court in the appeal anent the Rendition Case is a great contribution towards the solution of a difficulty that has been for long a source of trouble and perplexity to the Colony. There can be no doubt that this Colony is resorted to as a convenient harbour of refuge by some of the worst characters that infest the neighbouring coast of China, and quite recently the Government has shown an increased readiness to facilitate by every means possible the transference of these unwelcome residents to the authorities that are in search of them. The ruffians who have fled here from justice do not come, we may rest assured, to repent of and make atonement for their sins, but to find a safer sphere for the display of their skill and talent in all forms of wickedness. It is therefore essential to the peace and welfare of the colony that means should be found of getting rid of this scum of China as quickly as possible. Unfortunately, however, we have to deal with a country where the most common principles of justice that guide Europeans are unknown, even to most of the highest officials in the land, and are totally strange to the petty Mandarins sent over here to request the rendition of prisoners. To hand over prisoners to these men without a satisfactory trial would be to endanger the security and the lives of many of our peaceful citizens, for any neighbouring mandarin, if he had a spite against them, might trump up a charge and come over here and demand their rendition.

The law, therefore, as set forth in Ordinance 2 of 1850, very justly requires that the Magistrate before whom such a case is brought shall investigate it in the same manner as if the accused were charged with a crime or indictable offence committed within the Colony,' and shall only commit the accused when there is 'probable cause for believing' he is guilty. Magistrates, however, have had great difficulty in construing this Ordinance and have been landed in a sea of troubles during the trial of most of these cases that have lately come before them. The difficult question to solve was what was the extent of proof they were entitled to demand. In the most recent case, which has just been decided, this perplexity was keenly felt. The Magistrate had a mass of evidence before him, and he suspected he was being tricked, and he was endeavouring, although certainly not in a very legal fashion, to obtain light on this evidence. Suddenly, however, the Executive Government, through the Attorney General, interfered and practically told the Magistrate he was not to allow the prisoners to enter into their defence. The Magistrate was then placed in the uncomfortable and awkward position of finding a *prima facie* case against the prisoner on evidence which he declared himself he had great reason to suspect was tainted.

The principle laid down by the Attorney General for the guidance of the Magistrate was a very dangerous one. It practically amounted to this—that a mandarin of China might come to this Colony with a number of witnesses he had bought at so much per head, bring a charge against one or several Chinese residents here and demand their rendition without the accused having the chance of proving an *alibi* or bringing evidence in support of their innocence. It is to Mr Dennys' pluck and courage, in leaving no stone unturned whereby he might serve his client, that we owe the refutation of this dangerous principle pronounced at the Supreme Court yesterday. Mr Justice Russell now lays it down plainly that, although a magistrate is not expected to sift and weigh evidence as a jury would, he is bound to hear what a prisoner has to say in his defence and to convict when a 'strong or probable or even conflicting case of guilt is made out.'

This decision may lead to many a trial being still prolonged to a wearisome length. But such a result is preferable to the dangers and uncertainties which the ruling of the Attorney General would have led to. We may endeavour to aid Chinese officers in obtaining the criminals they are in search of, but we cannot lower our standard of justice to the level of that of China. We can only wait patiently until the Chinese authorities are taught by one experience after another that any sort of witnesses will not do, that men who may have had no personal knowledge of what took place, but who have been told to say this and that, cannot be considered as witnesses by a civilized country. It may be that Mr Dennys has succeeded in returning a burglar and murderer to his friends and his relations, but it is quite as possible that the mandarin, failing to obtain the real culprits, wished to pounce on some of their relatives and hold them responsible—a custom not at all uncommon with such officials; and in the absence of satisfactory proof it would have been a gross injustice to have handed the man over to the by-no-means tender mercies of Chinese judges. China may feel aggrieved at being baulked of her criminals owing to her ignorance of English law, and we may be troubled by many dangerous residents we would fain get rid of. At present there seems no remedy but to wait patiently for the time when the Chinese officials will have learned the most elementary principles of equity, or their Hongkong agents have managed to instil into them a glimmering idea of Justice. Meantime as far as we are concerned the Government here have a powerful weapon in their hands, in the power to banish characters suspected to be dangerous to the peace of the Colony,—a power which can deliver us more effectively and more speedily than tedious rendition cases from the men whose residence in our midst is not desired.

THE LOSS OF THE GERMAN BARQUENTINE 'WILHELM WEYER.'

The *Amoy Gazette* says:—Advices from Taiwanfoo announce the destruction, by fire, of the above-named vessel in the harbour at Takow on the morning of Saturday the 4th instant. It appears that the schooner was ready to be towed over the bar, having on board 5,400 bags Sugar for Yokohama. At 4 a.m. the Captain was awakened by a dense volume of smoke rising from the afterhold, and soon after the alarm had been given, it was found that the fire was beyond all control. In a short space of time the whole vessel seemed to be enveloped in flames and smoke and it was with difficulty that the Captain and crew escaped, not a package of cargo being salved. The services of the s.s. *Sin Taiwan* were employed to tow the schooner on to the sand bank opposite the Club, but at the first attempt the hawser caught fire, and parted. After some trouble a rope was made fast to the anchor chain and the vessel towed into shoal water. Before sunset the unfortunate schooner was totally destroyed, it having been impossible for the community, from the first, to render assistance, with the limited resources at their command. We understand that the ship is insured in a German office and that two Chinese companies share the loss on the sugar, valued at about twenty thousand dollars.

THE HOUGH-LEGGE SHARE CASE.

The following is the full judgment pronounced by Sir R. T. Rennie, Chief Justice of the Supreme Court, Shanghai, on the 9th inst. in the action Robert Hough *v.* William Legge, of which we gave the result yesterday:—

This is a suit brought to recover damages for the non-delivery of 50 new shares in the Hongkong and Shanghai Banking Corporation which the plaintiff alleges that he purchased of the defendant in the month of January 1883. The defendant denies having sold or contracted to sell any such shares to the plaintiff in respect to them.

The plaintiff's case as sustained by the evidence he produced is as follows:—The defendant being a resident in Hongkong, employed one A. A. Lindsay, trading at Shanghai under the style of P. Maclean & Co., as his attorney and agent for the purchase and sale of shares in Shanghai, and on the 16th and 18th December 1882 Lindsay, through one E. H. Gore-Booth, a share broker in Shanghai, sold to J. A. Taylor 125 shares cum all dividends, bonus, and new shares on account of the defendant.

The contract notes for these shares were worded as follows:—'No 244, date 16th Dec., 1882. Seller—Messrs. P. Maclean & Co. as agents. Purchaser—J. A. Taylor, Esq., 50 Hongkong Bank shares at 167 per cent. prem. (from Hongkong), cum all dividend, bonus and new shares. Delivery 31st Dec. 1882. Payment usual on delivery. Commission half per cent. i/a Messrs P. M. & Co.'

'No. 3'4, date 18th Dec. 1882. Seller—Messrs. P. Maclean & Co. Purchaser—J. A. Taylor, Esq., 75 Hongkong Bank shares at 168 per cent. prem. (from Hongkong), cum all div., bonus and new shares. Delivery 31st Dec. 1882. Payment on delivery. Commission half per cent. i/a Messrs. P. M. & Co.' And on the 12th January Gore Booth under instruction to sell given to him by Taylor resold these shares; 100 of which were purchased by the plaintiff.

The defendant on or at some time before the 31st December forwarded to Shanghai a document or documents representing 125 shares in the Bank, and drew upon his agent Lindsay for the equivalent of the amount for which they had been sold to Taylor and Gore-Booth, procured from Lindsay, as attorney for the defendant, a regular transfer of 100 shares on the Bank for which plaintiff paid the price at which he had agreed to purchase them. In settling up the transaction Gore Booth, as broker, handed over to Lindsay, as defendant's attorney, the amount Taylor had agreed to pay for 100 shares under contracts of 16th and 18th December, and accounted to Taylor for the difference of price at which he had purchased and resold. At the date of these transactions a sale of old shares in the Bank cum all dividends and new shares &c., clearly carried with it a right in the purchaser to one new share in the Bank for every two old ones, and imposed upon him the obligation of taking such new shares and paying the calls thereon; but as the provisional certificates for such new shares were not then ready it was usual for the sellers of shares to give a letter of guarantee together with the transfer undertaking to apply for the new shares and hand the allotment over to the purchaser of old shares. In the present case such a letter of guarantee signed by Lindsay was apparently handed to the plaintiff, who does not now hold it; but produces a delivery order and blank transfer deed for 50 new shares in the Bank each signed by Lindsay on behalf of the defendant.

The blank transfer is without date and the delivery order is dated 8th May, and the plaintiff says that he received both documents on that date. It appears, however, that although the provisional certificate for the new shares was ready for delivery from the Bank to those entitled to them on and after the 17th May 1883, the plaintiff made no effort to obtain his new shares until the 30th June, when he himself went to the Bank and proposed to pay the first call upon them. The Bank, if the applicant for new shares had not been a registered shareholder of the old shares on 31st December 1882 in respect of which the new shares were to be issued, required him to produce a transfer and delivery order for the new shares from the person who was the registered shareholder, and the plaintiff says he took the blank transfer and delivery order, which he had received from Lindsay, with him, but did not produce them to the clerk of the Bank in charge of the new share business because, as he says, and he is confirmed in this by the clerk, he was at once informed that the defendant had not then at the Bank the requisite number of new shares called for by the delivery order. The plaintiff, however, subsequently insisted upon paying in his cheque for the amount of the first calls and interest due thereon, and this was received and retained by the Bank, in what is called suspense account, for nearly a year. The plaintiff also through Gore-Booth applied frequently to Lindsay for the shares, and the fact of his pressing for them was undoubtedly made known repeatedly to the defendant, but the plaintiff has never obtained them. Gore-Booth and several other sharebrokers practising in Shanghai gave evidence that there was a custom or usage prevalent in the share business that in the case of an original purchaser of shares reselling the shares purchased by him before the time for delivery and payment of them has arrived, transfer of the shares is made direct from the original vendor to the ultimate purchaser and that in such case, the intermediate purchaser is relieved from the contract and has no further concern with it than to receive or pay the difference in price between the purchase money he has agreed to pay and the price for which he has resold.

On the statement of facts it was contended by the plaintiff's counsel that the defendant had been properly substituted for the original purchaser and that he became and was and is liable to the plaintiff for any failure in its being duly carried out. The learned Crown Advocate cited many cases to show that a similar custom prevails on the London Stock Exchange and that it has been repeatedly recognized and acted upon in our Courts at home, but he further contended that even if the custom or usage in Shanghai was not of the same binding effect as that of the London Stock Exchange there was still sufficient evidence in the present case to show that Lindsay, as agent of the defendant, had agreed to the substitution of the plaintiff as transferee of the shares so as to put him in the place of Taylor and entitle him to recover from the plaintiff on any breach of the contract of sale. In support of this contention he cited the case of *Bowring v. Shepperd*, L.R. 6 Q.B. 309.

No witnesses were called nor was any evidence given on behalf of the defendant, but his Counsel contended that judgment should be given in his favour on the grounds:—

1.—That the evidence for the plaintiff does not support the case made by the petition,

2.—That the plaintiff has not proved any failure on the part of the defendant to act up to the terms of the contract, and on the contrary that the defendant has been shewn to have done all that he was bound to do,

3.—That the plaintiff's action throughout the transactions was open to suspicion and that he had lost his right, if it ever existed, to recover against the defendant by reason of his delay in claiming his new shares, and nonproduction at the Bank of the documents he claimed them upon.

As to the first point I understood the learned Counsel to argue that the only contracts proved as between the defendant and any one else in regard to these shares were those entered into by his Agent Lindsay with Taylor as first purchaser of the 125 shares under the bought and sold notes of the 16th and 18th December, and that he (Lindsay) had no power to enter into any subsequent contract or agreement in respect to these shares. It appears to me, however, quite clear that as long as the defendant retained control of these shares either in his own possession or in the hands of his Agent Lindsay it was competent to him or to Lindsay, acting for him, to enter into new arrangements with regard to the sale and transfer of these shares, and by agreement with the first purchaser (Taylor) to relieve him from responsibility and accept as transferee in his place the plaintiff or such other person as might be substituted. I think, moreover, that the defendant, who appears to have been carrying on a continual business in shares on the Shanghai share market, must be taken to have been cognizant of the usages prevailing in that business, and that he consequently, when he through his agent Lindsay instructed Gore-Booth to sell the 125 shares in question without any limitation of his powers, must have intended that Gore-Booth should put the transaction through in the manner which was customary in Shanghai in such dealings. Without in any way holding that the usage or custom to which the plaintiff's witnesses have deposed is a custom or usage of the same force or effect as that which our Courts have recognized as prevalent and binding on the London Stock Exchange, I think that evidence of that custom is strong evidence to show that Lindsay and Gore-Booth in taking the action they did were acting within the scope of their authority from the defendant. In *Bowring v. Shepperd* Mr Justice Willes said 'I do not think it necessary to rely on the custom of the Stock Exchange except so far as this; I agree with the distinction that it does not affect the intrinsic character of the authority given to the agents, but I think it is admissible as evidence upon the question whether Messrs Candlhorne, who were employed by the defendant, were employed to deal according to the usages of the market in which they were brokers, and authority to do what they did in executing the transfer. That is the only importance I attach to the usage of the Stock Exchange.' In the same case Mr Justice Montague Smith said: 'I think the defendant made the brokers his agents to make and complete the bargain according to the rules of the Stock Exchange, and that being so the acts of the brokers as the agents of the defendant became his acts and when the brokers made a contract with the ultimate seller through the intervention of other brokers, that contract which the brokers so made they made as the agents of the defendant and it seems to me the defendant is bound by it.' Now here it seems to me clear that until delivery, transfer, and payment had been made of and for the shares in question Gore Booth continued to be the defendant's broker for the purpose of completing the transaction, and although he may also have acted as broker for Taylor I do not see that that affects the matter. Being the defendant's broker, he, in accordance with the usual course of business, pledges his principal to a transfer of the shares to the plaintiff and he obtains the purchase money from plaintiff and hands it over to Lindsay as attorney for defendant. Under these circumstances I am quite satisfied that the plaintiff has made out his case so far as privity of contract is concerned, and that it is in its main features sufficiently in accord with the statements in the petition.

As regards the 2nd point made by the defendant's counsel I think that there was a failure on the part of the defendant to carry out his share of the contract inasmuch as he failed to deliver to the plaintiff the shares sold to him by his agent, and that if he did not have sufficient shares at the Bank to meet the delivery order given by Lindsay he was bound to have found others have made up the deficiency.

I could not quite follow the argument of the learned counsel as to the defendant having done all that he was bound to do under the contract supposing him to have been bound to do anything under it. Mr Robinson appeared to rely upon the case of *Story v. Russell*, 28, L. J. Q. B. 283, but I cannot see how that case bears on the present one at all. In Story *v.* Russell the seller of the shares tendered the transferee deeds and share certificates to the purchaser, who in point of fact refused to take them, whilst in the present case the plaintiff's grievance is that the defendant failed to offer or give him the certificates. The delivery order for the new shares was no satisfaction of the plaintiff's claim unless delivery was obtained under it (which it undoubtedly was not), and although Mr Robinson asserted that the plaintiff had lost his remedy against the defendant by not presenting the delivery order immediately after its date, he cited no authority whatever in support of that proposition. As regards the case generally, it appears on the one hand that the plaintiff has not obtained the shares he contracted and paid for, whilst the defendant has received and retained the purchase money of them; that the defendant has delivered or transferred the new shares, which his Counsel says the plaintiff might have obtained had he presented his delivery order at the Bank on or about the 17th May, to other persons, and that he never until the suit was brought repudiated his liability to plaintiff on the action taken in the matter on his account by Gore-Booth and Lindsay. On the other hand the plaintiff certainly seems to have been somewhat lax both in the presentation of his delivery order and prosecution of this suit. I do not attach much weight to his non-presentation of the blank transfer deed and delivery order to the Bank on the 30th June, seeing that he was told by the clerk that there were not shares there to meet his demands, and he does to a certain extent excuse his not having earlier prosecuted his suit by reason of the defendant being in Hongkong and his expectation that he might be able to visit that colony and there take proceedings in the matter. On the whole I am clearly of opinion that the plaintiff is entitled to recover from the defendant the amount he claims, and I do not see anything in the arguments of his counsel to enable me to depart from the usual course as to interest and costs.

There will be judgment for the plaintiff for Tls. 3,500, with interest as claimed, and costs.

THE TEA MARKET AT HANKOW.

The Hankow correspondent of the *N.-C. Daily News*, writing on the 8th June says:—

Yesterday, the 5th Inst., and to-day the settlements have been very moderate and the buying has been confined to nine hongs. Many chazzes are already returning to Shanghai and the teas are beginning to follow. Three chops (1,798 half-chests) of Shantam go down in to-night's steamer to your port.

The business comprises:—

	English buyers.	Russian buyers.	Total.
Hankow Teas	4,351	4,351	8,702
Kiukiang ,, ...	4,286	......	4 286
Shipped to Shanghai	......	......	1,798
	8,637	4,351	14,786

The prices paid range from Tls. 9.8 for Shantam to Tls. 13 for Taoyune (third pack) in Hankow teas and in Kiukiang teas from Tls. 10.5 for Hohows (third packs) to Tls. 19.5 for Ningchows;—showing no change in value.

The teamen have now mostly taken their teas into godown and are not pressing sales, and as buyers are wisely by no means inclined to hurry the export, a dragging business seems probable throughout the remainder of the month. Only about ten new musters were sent out this morning, and many teas are not being shewn at all.

The *Petersburg* for Odessa left yesterday at 6 a.m. The *Kostroma* for the same port is overdue and her cargo is stored in godown awaiting her. The *Glamorganshire* sails for London to-night, leaving five steamers in port for London, of which thus far the *Benlawers* is the only one that has commenced to load: the rate by her remains £3 10s.

The direct export figures now stand:—

	London. lbs.	Odessa. lbs.	Total. lbs.
1887	13,000,000	3,444,000	16,444,000
1886	28,332,000	5,326,000	33,658,000

The business to date compares with last year as under:—

	1887. ½-chests.	1886. ½-chests.
London and America	339,000	500,000
Russia	321,000	286,000
Unsold stock	321,000	97,000
Supply	981,000	883,000

The arrivals of first crop teas this year to date thus shew an excess of about 6,000,000 lbs. over last year's crop.

CIVILISING THE FORMOSAN SAVAGES.

Mr H. A. Giles, the Consul at Tamsui, Formosa, is decidedly a racy writer, as the following extract will show:—

The past season has been in many respects a trying one for the Governor. Much time has been lost in 'pacifying' the savages, who, as they recede gradually farther into the interior, are dyeing every inch of lost territory with the blood of their hated enemies. Their mode of procedure is characteristically savage. After a glut of fighting, the chiefs of several tribes arrange terms of peace, which generally include cession of acres on the one part and gimcrack presents on the other. Perhaps a few of the more unwarlike savages are induced to shave their heads and wear false queues. Then ensues a period of peace. The woodcutter pushes venturesomely afield over the savage boundary, and the 'braves' of the Chinese encampments substitute opium and dice for long night vigils on the hillside. The next thing we hear is that the savages have made a raid, the extent of which is gauged by the number of missing heads. Then troops are moved rapidly to the frontier, and the work of pacification begins again. On one occasion during the past autumn the aspect of affairs was very serious. The savages succeeded in cutting off and surrounding a portion of the Chinese forces. Many of these were killed, and the general in command was shot through the cheek; and, but for the timely arrival of the Governor in person, at the head of a large body of troops, it is probable that not a man would have escaped. During the struggle, the garrison at the Pescadores was drained to supply men. The garrisons here had been much reduced by disease, especially malarial fever, the curse of North Formosa. The daily death-rate ranged very high, reaching a maximum record of 26, or just about 2 per cent. At this point the Governor interfered, stopped all work, and gave the soldiers a complete holiday. For the moment we are enjoying an interval of peace. No less than 150 savages recently visited the Governor, and received each a present of 2 dols.

WINDING UP A COMPANY.

The old-established steamer line of Douglas Lapraik & Co. has had to face another attempt to share the profits of the carrying trade. A *quasi*-official Chinese company was started here last season, under the promised patronage of several large Chinese tea merchants, with the desirable object of lowering freights. This object they certainly succeeded in accomplishing, but at the price of all the small capital, 40,000 taels, upon the strength of which the opposition was launched. The company wound itself up in a summary way. All its books, including a debit balance—in fact, its whole documentary evidence—perished in the recent wreck of the *Wan-nien-ch'ing*.

OBSTACLES TO FOREIGN TRADE IN CHINA.

In the Report from Mr Hopkins, H M. Consul at Pakhoi, just published by the Foreign Office, he gives the following clear and decidedly candid account of the manner in which the Chinese government manages to stifle foreign trade, by the transit pass subterfuge:—

'I am well aware that there is nothing new in substance in the observations that follow, but the matter is one that requires novelty of treatment much less than a wider and more practical recognition of the truth of what has been urged before, and of the important bearing of the facts upon the inexpansiveness of the import trade in European staples.

Mr O'Conor, lately H.M. Chargé d'Affaires at Peking, observes in his report for the year 1885 on the foreign trade of China, dated June 12th, 1886, that the progress of commerce 'would certainly be trebled or quadrupled by a more loyal fulfilment of the transit pass system, and any reasonable development of better means of communication.'

If this view holds good of the empire generally, it is signally true of the extreme southern province—the Two Kuang, for example.

Here, so far as inward transit passes are concerned, it is not merely that the system is not loyally fulfilled, but that is is completely and purposely frustrated by the Provincial Government at Canton, whose fiscal necessities are directly interested in nullifying the inward transit pass stipulations of the treaties, an object which they have most successfully carried out. This result has been achieved by the imposition of a heavy differential duty on 'certificated' goods (those, namely, conveyed to a given inland centre under transit pass) as soon as ever these goods reach their destination and are deposited in a native warehouse there, the proprietor of which is made responsible for the payment. They must be deposited in some warehouse, for they cannot be left in the street, and, as it has been decided that a foreigner may not hire a warehouse in the interior, the premises are necessarily in Chinese hands. This duty thus levied on certificated goods has been arranged to be and is so onerous that it is impossible for them to pay it and, commercially speaking, to survive, and in fact no inward transit passes are any longer taken out at Pakhoi. 'But,' said the high authorities of Canton to Mr Allen, during an interview which he had with them on this subject last year, 'where is the grievance?' The duty is levied from Chinese subjects, not from foreigners, so that the latter are not concerned.' On its being pointed out that, no matter whether the Chinese or the foreigner nominally paid the tax, it was on the goods themselves that the latter did and must really fall, these authorities still maintained that 'the foreigner was not concerned' and the treaties not infringed. In this manner have the Canton Government contrived to keep the word of promise to the ear of official representation, and break it to the hope of mercantile enterprise. The result is that in very extensive regions in the growth of commerce in which European and American manufacturers are interested, is immensely checked and hampered. Not because in the provinces of Kuangsi, Kueichou, and Yunnan there are no markets for us to supply, or that they are over-supplied, but that, owing to artificial impediments, they cannot be reached except by goods with prices disproportionately enhanced by the dead weight of the lekin charges, or, if reached at all under transit passes, have to be struggled to from Hankow after the goods have travelled many hundred leagues beyond Hong Kong (which we might expect to be their natural depot before the inland journey commenced) and are burdened with the costs of extra freight, &c., implied by this enormous detour.

The only remedy, so far as can be seen, for this barrier to the development of our trade would be to give the provincial governments named that interest in the successful working of the inward transit pass system which they have not at present, but the revenue. This could be done by allowing them to receive at any rate the inward transit duties collected by the Imperial Maritime Customs on the issue of the transit pass documents, and hitherto handed over in full to the Central Government, an administrative rearrangement that would seem the more reasonable, inasmuch as the transit duties profess to be the equivalent of the lekin dues, which the certified goods would otherwise have to pay, and which do accrue to the Provincial Treasury.

To the best of my knowledge but little attention has been paid to this question by Chambers of Commerce at home, and even in Hongkong, I understand, it is regarded as a subject of considerable tiresomeness. Surely, however, it should not be neglected by ourselves, for it is not being forgotten by the French occupants of Tonquin.

THE GERMAN MAIL.

The S. S. *Braunschweig* arrived to-day from Europe, with the mail of 17th May. From London newspapers, kindly supplied to us by Messrs Melchers & Co., we take the following extracts:—

OPENING OF THE PEOPLE'S PALACE BY THE QUEEN.

Her Majesty the Queen on Saturday afternoon (14th May), opened the first completed building of the People's Palace in Mile-end-road, and laid the foundation stone of the Technical and Handicraft Schools for which funds have been supplied by the Drapers' Company, a portion of whose ancient building still remains standing behind Queen's Hall. It was a great day indeed for London, and especially was it so for the East End. Some years had elapsed since the Queen penetrated to that densely populated portion of the metropolis, and on the occasion of the previous visit her Majesty journeyed no further than the London Hospital, where she opened the new wing which bears her name. The day and hour of the ceremony at the People's Palace were fixed so as to allow the working classes on their half-holiday to see the Royal carriages pass; and the route was also selected with the view of giving them every facility for partaking, as spectators, in the festive occasion. How heartily the masses enjoyed the opportunity, the subjoined description of the busy day spent by the Queen amongst her faithful Londoners will tell. The sun shone gloriously upon the streets, made charmingly bright with all the colours of the rainbow, and with the appearance, along miles of thoroughfares, of all sorts and conditions of people, happy, jubilant, and contented. The Queen must have felt proud of the metropolis of her kingdom as she drove from Paddington to the East End, through streets devoted to trade and commerce, and bearing the marks everywhere of good government and solid prosperity. The shopkeepers of the western streets, the merchant princes of the city, and the toilers of the East End on their part exerted themselves in their own degrees and methods to prove how proud they were of the Queen who was performing the first great public duty of her Jubilee year in their midst. During Friday night, and indeed up to within an hour or so of the passing of the Royal procession on Saturday, the inhabitants were busy in completing the decorations, and with a most gratifying result. The merry sunshine brightened everything, intensifying the gay colours of the flags, flashing upon accoutrements and uniforms, and, as might be fancied, putting a flavour of its own joyousness into the bells clanging in the steeples and the inspiriting music of the military bands. The day was not marred by any untoward event, and her Majesty's journey from Windsor Castle to Mile End and home again in the evening was another Royal success, worthy of comparison with any preceding entries into the metropolis.—London *Daily News.*

The Queen came from Windsor to London on Saturday afternoon, and opened the People's Palace in East London. From Paddington, through Oxford-street, Holborn, and the City, the streets were decorated and crowded with people, who warmly cheered her Majesty as she drove with the Princess Beatrice and Princess Christian to the scene of the ceremony. The Prince and Princess of Wales reached the Palace before the Queen, who, on arrival, was presented with an address which described the objects for which the Palace was designed. Her Majesty read a reply, in which she expressed the satisfaction it gave her to open a building provided for the benefit of the people of the East of London, whose lives and unceasing but honourable toil would be cheered by the various opportunities of rational and instructive entertainment and of artistic enjoyment there afforded to them. The Prince of Wales having, in the name of her Majesty, declared the Queen's Hall open, the Queen proceeded to lay the foundation stone of the Technical and Handicraft Schools, which are to be built with money given by the Drapers' Company, whose Master was knighted.

On her return the Queen paid a visit to the Mansion House, being presented with a bouquet on entering by the Lord Mayor's daughter. When in the State Drawing-room her Majesty spoke of the great interest she took in the movement for the People's Palace, and her pleasure at having been able to give evidence of her sympathy by her presence. At the suggestion of the Prince of Wales the Royal party signed their names in the visitors' book before leaving. The Senior Alderman having been presented to the Queen, who assured the Lord Mayor that she had thoroughly enjoyed her visit, her Majesty left the Mansion House and drove to Paddington, on her return to Windsor. In the Court Circular it is stated that though much fatigued her Majesty was much gratified by the loyalty displayed by the people on her visit to the People's Palace.—London *Standard.*

THE EVACUATION OF EGYPT.

The London *Daily News* of 17th May says:—A well-informed Correspondent sends us the following interesting details respecting the negotiations for the evacuation of Egypt:—

'It has been agreed between England and Turkey that the evacuation of Egypt shall take place at the expiration of three years, but it must be understood that the evacuation is subordinate to the fulfilment of certain conditions insisted upon by England. These are principally connected with the command of the Egyptian Army, which must be officered in such a way as to ensure efficiency and security. This, it is expected, will be arrived at by dividing the command between officers of English and of Turkish nationality in a given proportion.

'The fixing of a date has been a matter of some difficulty, and was arrived at only after somewhat lengthy negotiations. At first the British Government declined to assign any date for the evacuation, but subsequently proposed a term of five years, which the Sultan thought too long; in fact, he was desirous that eighteen months should be the limit. To this the British Government would not assent, and they proposed that the evacuation should be progressive, part of Egypt being evacuated at the end of three years, and the other part at the end of four. Finally, the term of three years was agreed upon, at the end of which period the English troops are to be withdrawn from Egypt, subject, as I have already said, to the fulfilment of the conditions proposed by England.

'The negotiations are now progressing, and it is thought that they will shortly be brought to a satisfactory conclusion, as there seems to be a disposition on the part of England, to come promptly to a definite understanding with the Porte. When this is done the agreement concluded between England and Turkey will, of course, be submitted to the Powers for their approval, and it is believed that no objection will be raised except on the part of France, but even from that quarter no insuperable opposition is anticipated, as the French Government have lately manifested a more conciliatory disposition in regard to the Egyptian Question.

'In certain financial quarters a wish has been expressed that England should assume the entire management of the finances of Egypt; but it is needless to add that the proposal is not likely to be entertained either by England or Turkey.'

NEWS FROM AUSTRALIA.

The following telegrams are taken from papers brought on by the *Taiyuan*:—

SCENE IN THE HOUSE OF COMMONS.

London, May 25.—In the course of the discussion on the Crimes Bill in committee in the House of Commons, on Monday night, Mr C. K. Tanner, member for the middle division of Cork, called the Government supporters 'd—— cowards,' and otherwise insulted the committee. On being called upon to withdraw the objectionable expressions to which he had given utterance, the hon. member did so, but in a contemptuous manner. The press this morning comments upon the incident in strong terms, and demands that severe punishment should be meted out to members guilty of such conduct.

THE POLITICAL CRISIS IN FRANCE.

London, May 22.—M. de Freycinet has declined to undertake the task of forming a new Cabinet, believing that he would be effaced by the inclusion of General Boulanger in the Ministry.

May 24.—President Grévy declined to summon M. Clemenceau, who was willing to form a decidedly Radical Ministry. The retention of General Boulanger in the Cabinet is regarded as certain.

MR O'BRIEN IN CANADA.

London, May 22.—William O'Brien, the Irish agitator, who attempted to speak on the Irish question yesterday, at Kingston, Canada, was attacked by the mob. He was struck with stones, and it is feared that he is suffering from internal bleeding, resulting from the injuries he sustained at the hands of the mob. O'Brien declared a deliberate Orange plot to murder him was only averted by his friends.

May 25.—Shots have been exchanged at Hamilton, in Upper Canada, between the supporters of William O'Brien, the Irish agitator, and the Orangemen.

Ottawa, May 24.—William O'Brien, the Irish agitator, has not met with a favourable reception in any of the Canadian towns he has visited. He was mobbed and pelted with stones and other missiles at both Kingston and Hamilton.

MISCELLANEOUS CABLE NEWS.

London, May 29.—The prospectus of the Eaglehawk Consolidated Gold-mining Company, Victoria, has been issued, the capital having been fixed at £120,000. The success of the venture is assured.

The first issue of capital in the company which has been formed to take over Mr C. B. Fisher's pastoral properties in North Australia is fixed at £110,000 in 7 per cent. preferential shares; to be followed by £150,000, in 6 per cent. debentures, and £150,000 in ordinary shares, as required. The vendor will receive £90,000 in cash, £100,000 in debentures, and ordinary shares to the value of £110,000.

The Caledonian and Australian Mortgage and Agency Company, which was recently formed with the object of sending out money for investment in colonial city properties, has cabled £350,000 for investment in freeholds in Melbourne and Sydney.

The West Australian Land and Investment Company is applying for additional capital to the extent of £200,000.

The War Office is organising a scheme for placing the military forces of Australasia under the command of an Imperial General.

May 23.—A sensation has been caused on the Continent by the publication by General Leflo of certain despatches showing the Czar's attitude and sympathy with France during the Franco-German war scare of 1875.

The Court of Appeal has ordered the release of Father Keller, an Irish priest, who was imprisoned for inciting the Irish tenants to resist payment of rent.

May 24.—The Crown Prince of Germany, who was suffering from an affection of the throat of a serious character, has successfully undergone an operation, and is now improving in health.

The French Crown jewels have been sold, and realised 7,000,000 francs.

The shares in Mr C. B. Fisher's North Australian Pastoral Company, with a capital of £300,000, have been over-subscribed.

May 25.—It is reported that during the recent visit of the Czar of Russia to Novo Tcherkask, in the Don Cossack country, a student fired a gun at his Majesty, but missed his aim. The student was arrested.

Quotations.

Hongkong, June 15.

OPIUM—	New Patna, cash,.....	507½
,,	Old ,, cash,...	—
,,	New Benares, cash,...	480
,,	Old ,, cash,...	—
,,	New Malwa, cash,.....	525
	Allowance, Taels......	16/24
,,	Old Malwa, cash,......	550/60
	Allowance, Taels......	None to 48
,,	Persian, Oily, cash ...	450/60
	Allowance, Taels......	None to 32
,,	Persian, Paper tied...	490
,,	Allowance, Taels......	32/96

Exchange.

Hongkong, June 15.

On London—	
Bank, Wire, ...	3/1⅜
,, On demand, ...	3/1⅜
,, 30 days' sight, ...	3/1½
,, 4 months' sight, ...	3/1⅝
Credits, 4 ,, ...	3/2
Documentary, 4 months' sight	3/2
On Paris—	
On demand, ...	3.92
Credits, 4 months' sight, ...	4.00
On New York—	
On demand, ...	75¼
Credits, 60 days' sight, ...	76¾
On Bombay—	
Wire, ...	221
On demand, ...	221½
On Calcutta—	
Wire, ...	221
On demand, ...	221½
On Shanghai—	
On demand, ...	71½
30 days' sight, ...	72½
Gold Leaf, 100 fine	$ 2.85
Sovereigns, ...	$6.84

Temperature.

(Taken at Messrs Falconer & Co.'s Premises Queen's Road.)

Barometer—	9 a.m. ...	29.812
Do.	1 p.m. ...	29.770
Do.	4 p.m. ...	29.708
Thermometer—	9 a.m. ...	84
Do.	1 p.m. ...	84
Do.	4 p.m. ...	84
Do. (Wet bulb)	9 a.m.	80
Do. Do.	1 p.m.	80
Do. Do.	4 p.m.	80
Do.	Maximum ...	85
Do.	Minimum over night	83

Insurances.

THE LONDON ASSURANCE.

Incorporated by Royal Charter of *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. net premium per annum.

NORTON & Co., *Agents.*

Hongkong, May 19, 1881. 938

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 21st Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, June 2, 1887. 1045

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 23rd of June, 1887, at Noon, the Company's S.S. *ANADYR*, Commandant Delacroix, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd June, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, *Agent.*

Hongkong, June 10, 1887. 1095

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 7th day of July, 1887, at 4 p.m., the Company's S.S. *BRAUNSCHWEIG*, Captain Stormer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

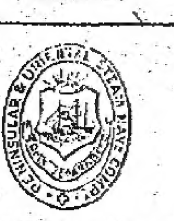
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, June 11, 1887. 1105

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *VERONA*, Captain F. Speck, with Her Majesty's Mails, will be despatched from this for LONDON direct, *via* SUEZ CANAL and usual Ports of Call, on THURSDAY, 16th June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, *Acting Superintendent.*

Hongkong, June 7, 1887. 1077

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching at Yokohama, and San Francisco.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 30th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, June 11, 1887. 1103

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

BY ERNEST J. EITEL, Ph.D., Tubing.

THIRD EDITION, Revised, with Additions.

Price, $1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1938

CHINA COAST METEOROLOGICAL REGISTER.

June 13.—at 4 p.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24hr.
Manila	29.81	90	77	SW	3	c	—
Haiphong	29.69	94	59	—	0	—	—
Hongkong	29.68	85	75	SW	3	c	—
Amoy	29.65	87	76	S	5	c	—
Foochow	29.53	87	—	SW	4	c	—
Shanghai	29.48	76	91	NE	1	o	—
Nagasaki	29.60	—	—	E	5	—	—
Wl'ostock	29.80	48	—	SE	5	o	—
June 14.—at 10 a.m.							
Bolinao	—	—	—	—	—	—	—
Manila	29.90	89	71	SSE	2	c	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.75	84	77	SSW	2	c	0.01
Amoy	29.72	84	75	S	2	c	—
Shanghai	29.59	75	90	—	0	f	—
Nagasaki	29.55	—	—	N	1	—	—
Wl'ostock	29.72	49	99	SE	3	o r	0.08

The barometer has risen over Luzon and is steady along the coast except in Nagasaki. The depression mentioned yesterday has passed south of Japan. The temperature is high, the humidity moderate and the weather cloudy.

W. Doberck, *Government Astronomer.*

Hongkong Observatory, June 14.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. Rain, in inches, tenths and hundredths.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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Opinions of the Press.

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'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

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'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.		Tons.	Date of Arrival.		Consignees or Agents.	Destination.	Remarks.
Steamers										
Afghan	4 c	Roy	Brit.	str.	1350	June	12	Gibb, Livingston & Co.	Yokohama & Kobe	18th inst.
Airlie	8 c	Ellis	Brit.	str.	1492	June	12	Russell & Co.		
Albany	3 c	Porter	Brit.	str.	1489	June	14	Adamson, Bell & Co.		
Alvah	4 c	Young	Brit.	str.	1511	June	8	Order		
Arratoon Apcar	5 c	Oliphent	Brit.	str.	1395	June	13	David Sassoon, Sons & Co.	Calcutta, &c.	21st inst.
Bonarty	5 c	Boutillier	Brit.	str.	1119	June	11	Gibb, Livingston & Co.		
Braunschweig	10	Stormer	Ger.	str.	2150	June	15	Melchers & Co.		
Carisbrooke	4 c	Cass	Brit.	str.	973	June	1	Order		
Chingtu	5 c	Arthur	Brit.	str.	1459	May	30	Butterfield & Swire		
Ching-wo	5 c	Machugh	Brit.	str.	1556	June	11	Arnhold, Karberg & Co.		
Claymore	3 c	Gulland	Brit.	str.	1589	June	7	Russell & Co.	Yokohama	20th inst.
Orusader	7 h	Ogston	Brit.	str.	648	Nov.	13	Siemssen & Co.	....	Wanchai
Danube	3 h	Anderson	Brit.	str.	561	June	12	A. R. Marty	Haiphong	To-morrow
Fatshan	4 h	Brock	Brit.	str.	1495	June	15	H. K. C. & M. S. S. Co.		
Frejr	3 c	Lund	Dan.	str.	419	June	10	Arnhold, Karberg & Co.		
General Werder	10	Schuckmann	Ger.	str.	1420	June	7	Melchers & Co.	Yokohama	
Gilsland	5 c	Robinson	Brit.	str.	1058	June	9	Woo Kee	Kobe & Yokohama	16th inst.
Hankow	6 c	McKenzie	Brit.	str.	2332	June	6	Siemssen & Co.		
James Watt	5 c	Petrice	Brit.	str.	1024	June	7	Russell & Co.		
Kungpai	3 c	Bissander	Chi.	str.	607	June	15	C. M. S. N. Co.		
Lombardy	2 h	Broukes	Brit.	str.	1726	June	16	P. & O. S. N. Co.		
Menmuir	8 c	Helms	Brit.	str.	1247	June	11	Russell & Co.	Sydney, &c.	17th inst.
Mongkut	3 h	Loff	Brit.	str.	859	June	8	Yuen Fat Hong		
Ningpo	3 h	Schulz	Brit.	str.	761	June	14	Siemssen & Co.	Shanghai	To-morrow
Oceanic	5 c	Metcalfe	Brit.	str.	3807	June	6	O. & O. S. S. Co.	Y'hama & SanF'cisco	
Oopack	5 c	Jacques	Brit.	str.	1729	June	8	Arnhold, Karberg & Co.	Shanghai	To-morrow
Phu Quoc	...	Orthion	Fch.	str.	180	May	18	Chinese	....	K'loon Dock
Pilot Fish	6 h	Stopani	Brit.	tug.	161	.....		H. K. & W. Dock Co.		
Port Augusta	3 c	Hogg	Brit.	str.	1056	June	5	Adamson, Bell & Co.		
Propontis	3 c	Heasley	Brit.	str.	1560	June	14	Arnhold, Karberg & Co.		
Sarthe	3 c	Porteau	Fch.	str.	470	May	26	Carlowitz & Co.	Haiphong	
Sea Gull	6 c	C. Lesbirel	Amer.	str.	48	.....		China Traders' Insurance Co.	....	For sale
Soochow	3 h	Rowin	Brit.	str.	313	June	13	Chinese	Hoihow, &c.	To-morrow
Taiyuan	5 c	Dodd	Brit.	str.	2349	June	15	Butterfield & Swire		
Teheran	5 c	Seymour	Brit.	str.	2600	June	13	P. & O. S. N. Co.	Yokohama & Kobe	17th inst.
Tetartos	5 c	Petersen	Ger.	str.	1587	June	11	Takasima Colliery	Nagasaki	To-morrow
Travancore	3 c	Logan	Brit.	str.	1149	June	10	Russell & Co.		
Verona	5 c	Speck	Brit.	str.	1876	June	14	P. & O. S. N. Co.	London, &c.	To-morrow
Vespasian	3 c	Stevens	Brit.	str.	797	June	4	Arnhold, Karberg & Co.	Chefoo	To-morrow
Vortigern	3 c	Brown	Brit.	str.	873	June	5	Arnhold, Karberg & Co.	Saigon	To-morrow
Yorkshire	5 c	Arnold	Brit.	str.	1426	June	6	Russell & Co.		
Sailing Vessels										
Allie Rowe	3 c	Phillips	Haw.	bg.	.....	June	9	Wieler & Co.		
Amphitrite	6 k	Anderson	Brit.	sh.	1707	Feb.	23	Carlowitz & Co.	Havre & London	
Anton Gunther	6 k	....	Ger.	bqe.	441	Feb.	11	....		
Autoinette	3 c	Bunje	Brit.	bqe.	884	May	24	Siemssen & Co.	New York	
Arnguda	8 c	Green	Brit.	bqe.	977	May	24	Messageries Maritimes		
Colombo	3 c	Griff	Ger.	bqe.	636	June	10	Captain		
Eidwold	3 c	Sannas	Norw.	sch.	262	May	23	Jardine, Matheson & Co.		
Elwell	8 c	Barston	Amer.	sh.	1461	May	22	Order		
Empreza	3 k	Allan	Brit.	bqe.	236	June	12	Gilman & Co.		
Hydra	4 c	Binge	Ger.	bqe.	785	May	13	Carlowitz & Co.	London, &c.	
Lady Harewood	3 c	Williams	Brit.	bqe.	682	June	2	Order		
Mentone	5 k	Rafn	Norw.	bqe.	769	April	25	Carlowitz & Co.	New York	
Mount Lebanon	2 c	Nelson	Am.	bqtin.	530	May	20	Arnhold, Karberg & Co.		
Rapid	3 c	Steinbring	Siam.	bqe.	429	June	11	Wieler & Co.		
Sonntag	2 c	Haswell	Amer.	bqe.	976	May	24	Pustau & Co.	New York	
Southern Chief	2 c	Sims	Amer.	bqe.	1219	June	10	Arnhold, Karberg & Co.	Victoria, B.C.	
Tobique	8 c	Davis	Brit.	sh.	1413	June	1	Pustau & Co.	Hamburg	
Velocity	5 k	Martin	Brit.	bqe.	491	May	4	Gonsalves & Co.	Honolulu	
Wachusett	8 c	Oakland	Amer.	sh.	1519	May	8	Pustau & Co.	New York	
Wandering Minstrel	5 k	....	Brit.	bqtin.	366	April	14	....		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	On a cruise
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Nagasaki
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Johore
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Johore
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	Canton
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Daring	sloop	940	4	920	Captain A. H. Boldero	Hongkong
Esk	gunboat	360	3	340	———	In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Singapore
Firebrand	gunboat	455	4	460	Lieut.-Com. Denison	Hongkong
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Kobe
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Shanghai
Midge	hulk	603	—	—		Hongkong
Rambler	sloop	830	3	690	Commander W. U. Moore	Shanghai
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Amoy
Solant	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Amoy
Tweed	gunboat	360	3	340	———	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell	Hongkong
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Shhangai
Wivern	turret-ship	2750	4	1450	———	Hongkong
Zephyr	gunboat	438	4	530	Lieut.-Com. Chas. K. Hope	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Paronego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zuluaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	———
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Nagasaki
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Noirot	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewel	Yokohama
Jaguar	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain [illegible]	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nayezdnik	Russian cruiser	1330	9	250	Captain Zarine	Vladivostock
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	On a cruise
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2300	15	2270	Captain Buge	Yokohama
Rapido	Italian cruiser	1458	5	—	Captain F. Grevalt	Manila
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Nagasaki
Sivotch	Russian cruiser	900	1	1000	Commander Suotirieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	Capt. de Marolier	Nagasaki
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Nagasaki
Vostock	Russian gunboat	—	4	—	Commander Motchousky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Jonsalike	Amoy

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.		Destination.
E. J. Spence	Brit.	bqe.	
Fuyew	Chi.	str.	Hongkong
Kut Sang	Brit.	str.	
Yangtsze	Brit.	str.	

AMOY.

In port on June 4, 1887.

Merchant Steamers.

Chefoo	British	
Hailoong	British	Hongkong
Hoihow	British	
Lorne	British	
Taiwan	British	

Merchant Sailing Vessels.

Andreas	Ger.	bqe.
Anglo India	Brit.	bqe.
Chateaubriand	Brit.	bqe.
John Potts	Brit.	bqe.
Hedvig	Brit.	bqe.

FOOCHOW.

In port on June 4, 1887.

Merchant Steamers.

Guthrie	British
Glengarry	British
Kaisow	British
Patroclus	British
Taku	British

Merchant Sailing Vessels.

Satsuma	Brit.	bqe.
Sea Swallow	Brit.	bqe.
Sin Kolga	Brit.	bqe.
Wagrien	Amer.	sch.
WalterSiegfried	Brit.	bqe.

SHANGHAI.

In port on June 11, 1887.

Merchant Steamers.

Anadyr	French	
Aucona	British	
Car'shire	British	
Glengyle	British	
Ingeborg	British	
Kiang-tung	Chinese	
Kung-wo	British	
Pembrokeshire	British	
Priam	British	
Shanghai	British	
Taiwan	British	
Verona	British	
Yoritomo Maru	Japanese	
Yung-ning	Chinese	Hankow, &c.

Merchant Sailing Vessels.

Erlkonig	Ger.	bqe.
Hagerstown	Amer.	sh.
J. Nicholson	Brit.	bqe.
Loong Wha	Br. 3m.	sch.
Martha	Brit.	bqe.
Perle	Brit.	bqe.
Walls Castle	Brit.	bqe.

NAGASAKI.

In port on June 8, 1887.

Atago Maru	Jap.	hulk.
Kozaki Maru	Japan.	bqe.

YOKOHAMA.

In port on June 4, 1887.

Augusta	Ger.	bqe.
Plymouth	Brit.	bqe.

HIOGO.

In port on May 31, 1887.

Antoinette	Brit.	sh.
R. D. Rice	Amer.	sh.
W. J. Rotch	Am.	sh.

MANILA.

In port on June 3, 1887.

Clan Robertson	Brit.	sh.
Erl Granville	Brit.	sh.
Fildenhope	Brit.	bqe.
Imperial	Amer.	sh.
Jas. A. Wright	Amer.	bqe.
Jas. G. Bain	Brit.	bqe.
Kepler	Ger.	bqe.
Luzon	Amer.	bqe.
Manuel	Siam.	bqe.
Mary L. Stone	Amer.	sh.
Sachem	Amer.	sh.
Sea Witch	Amer.	sh.

BANGKOK.

In port on May 14, 1887.

Advance	Siam.	bqe.
Aline	Brit.	bqe.
Aurora	Brit.	bqe.
Batavia	Brit.	bqe.
Caroline	Siam.	3 sc.
Diamond City	Siam.	bqe.
Doretta	Siam.	bg.
Emilie	Norw.	bqe.
Foochow	Siam.	bqe.
Goliah	Siam.	bg.
Kong Lee	Siam.	sch.
Long Him	Siam.	bqe.
Meridian	Siam.	sch.
QueenofEngland	Siam.	sh.
Rapid	Siam.	bqe.
Siam	Siam.	bqe.
Siburien	Chi.	bqe.

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